

**Final Program Environmental Impact
Report/Environmental Impact Statement
(EIR/EIS) for the *Proposed* California
High-Speed Train System**

Volume I: Report

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California High-Speed Train

Final Program Environmental Impact Report/Environmental Impact Statement

Pursuant to:

California Environmental Quality Act, P.R.C. 21000 *et seq.*; State of California CEQA Guidelines, California Administrative Code, 15000 *et seq.*; and National Environmental Policy Act (42 U.S.C. 4332 *et seq.*), 40 C.F.R. Part 1500 and 64 Fed. Reg. 28545

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California High Speed Rail Authority
and the
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with Cooperating Agencies:
U.S. Environmental Protection Agency
Federal Highway Administration
Federal Transit Administration
Federal Aviation Administration
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U.S. Army Corps of Engineers



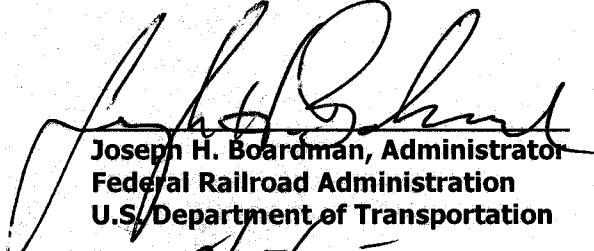
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Abstract: This document considers, describes and summarizes the environmental impacts at a programmatic level of analysis of a proposed high-speed train system for intercity travel in California and alternatives that connect the major metropolitan areas of the state from Sacramento, Oakland, San Francisco, and San Jose, through Stockton, Modesto, Merced, Fresno, and Bakersfield, to Los Angeles, Orange County, and San Diego. Should the proposal be advanced, subsequent project level environmental review would consider site-specific environmental impacts. Three alternatives are considered: 1) No Project Alternative; 2) Modal Alternative (a combination of potential improvements to existing highway and air transportation facilities); and 3) High-Speed Train Alternative (a steel-wheel-on-steel-rail high-speed train system and stations). The need to improve California's transportation infrastructure is directly related to the population growth and increased intercity travel demand expected over the next 20 years and beyond, and the increased travel delays and congestion that would result on California's highways and at airports. The preferred system alternative is the high-speed train alternative. The high-speed train alternative is comprised of preferred alignments and stations for a system over 700 miles (1,127 kilometers) long and capable of speeds in excess of 200 miles per hour (322 kilometers per hour) on tracks that are mostly dedicated, fully grade-separated, and fenced. The Modal Alternative analyzed would include adding over 2,970 lane miles (4,780 lane kilometers) to existing highways and over 90 gates and five runways to existing California airports. Potential environmental impacts of the alternatives include displacement of commercial and residential properties; community and neighborhood disruption; increased noise and vibration; local traffic impacts associated with stations; impacts on historic properties and archaeological sites; impacts on parks and recreation resources; visual impacts; impacts on sensitive biological resources and wetlands; use of energy; and impacts on agricultural lands. Design practices and mitigation strategies are described to guide high speed train project level environmental review to avoid or minimize potential impacts; such strategies would be further refined in project-level environmental review.

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